

RESOLUTION NO. 16-_____
Series of 2016

A RESOLUTION BY THE BOARD OF TRUSTEES OF THE TOWN OF ERIE, COLORADO ACCEPTING THE TOWN OF ERIE, DOWNTOWN REDEVELOPMENT FRAMEWORK PLAN DATED DECEMBER 13, 2016; DIRECTING TOWN STAFF TO IMPLEMENT THE DOWNTOWN REDEVELOPMENT FRAMEWORK PLAN; AND, SETTING FORTH DETAILS IN RELATION THERETO.

WHEREAS, the Board of Trustees of the Town of Erie, Colorado, desires to accept the Town of Erie, Downtown Redevelopment Framework Plan dated December 13, 2016 (the “Downtown Redevelopment Framework Plan”); and,

WHEREAS, the Board of Trustees further desires to direct the staff to implement the Downtown Redevelopment Framework Plan over time; and,

WHEREAS, the Board of Trustees of the Town of Erie believes it is in the best interest of the Town and its citizens to accept the Downtown Redevelopment Framework Plan and to implement the Downtown Redevelopment Framework Plan over time.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF ERIE, COLORADO, AS FOLLOWS:

Section 1. That the Town of Erie be and is hereby authorized and directed to accept, and does hereby accept, the Downtown Redevelopment Framework Plan, a copy of which is attached hereto, incorporated herein by this reference and marked Exhibit “A.”

Section 2. That the Town of Erie staff is hereby directed to implement the Downtown Redevelopment Framework Plan over time, as appropriate and as allowed by budget.

Section 3. That acceptance and implementation of the Downtown Redevelopment Framework Plan is found to be in the best interest of the Town of Erie, and necessary for the preservation of the public health and safety.

**ADOPTED AND APPROVED THIS ____ DAY OF _____, 2016, BY
THE BOARD OF TRUSTEES OF THE TOWN OF ERIE, COLORADO.**

TOWN OF ERIE,
a Colorado municipal corporation

By: _____
Tina Harris, Mayor

ATTEST:

By: _____
Nancy Parker, Town Clerk

EXHIBIT A

Town of Erie Downtown Redevelopment Framework Plan



Town of Erie

Downtown Redevelopment Framework Plan

December 13, 2016

“Erie is a community which recognizes the importance of conserving and enhancing its historic small town character, the roots from which it grew, preserving the natural environment in which it resides; a caring community which offers its residents an environment in which to seek a high quality of life; a balanced community with a diverse range of housing, employment, educational, shopping and recreational opportunities; and a vital community which provides financial and social support for quality of life programs.”

-Town of Erie Comprehensive Plan – 2015 Update

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Introduction

Background

The Town of Erie is in the process of cementing its position as a unique, historic downtown that will provide a variety of opportunities for new restaurants, retail, office, possible small scale live work environments, multifamily, recreation, and community events.

The growth of residential communities in the surrounding areas are bringing a demographic that will seek the experiences provided in a historic downtown with a contemporary small town atmosphere.



Annual Erie Town Fair and Balloon Festival



Annual Biscuit Day in Downtown Erie



Downtown Erie at Briggs Street.

The Town already has some of the basic infrastructure in place such as a traditional grid street layout, a neighborhood park with a strong pedestrian link to the regional Coal Creek trail system, several civic oriented and renovated structures and seasonal community events that are growing in popularity.

Intent

The intent of The Downtown Redevelopment Framework Plan is to identify specific components within the Plan Influence Area and suggest possible future physical improvements as well as planning and redevelopment strategies that will guide and inform redevelopment opportunities and future public improvements. The Downtown Redevelopment Framework Plan, in tandem with the Comprehensive Plan and the Unified Development Code, will:

- Help manage Town assets in a thoughtful sustainable manner.
- Contribute to a healthy, vibrant, welcoming, and economically strong Downtown.
- Create and promote the Historic Downtown core as “The Place” to gather, live, work, and play, experiencing the very pedestrian scale town that once was typical of small rural towns in the west.

Focus

The Downtown Redevelopment Framework Plan focuses on the Downtown (DT) District and the Neighborhood Mixed Use (NMU – Old Town) District while recognizing the importance of the relationship to the major elements of the park program in the Coal Creek Park Conceptual Design document.

The Downtown Redevelopment Framework Plan includes several major elements that provide a frame for the overall vision of the plan.

- Vehicular gateways are explored to provide guidance for improvements on sign identification and improvements, along with a new street access to the Downtown from Colliers Hill.
- Creation of a new circulator trail is proposed to provide non-vehicular access through the Downtown District from the Coal Creek trail to the Erie Community Center. The Town would like to encourage alternate forms of transportation and ease parking challenges during seasonal events. Trail improvements explored include:
 - o A new pedestrian/bike bridge into Coal Creek Park from the Coal Creek trail corridor.
 - o A dedicated on-street bike lane on Wells Street from Coal Creek Park to Erie Middle School. Implementation of the on-street bike lane will require a one-way configuration of Wells Street.
 - o A dedicated off street pedestrian/bike trail on Town owned property adjacent to High Street.
- Evaluation of existing parking and strategies to improve parking availability for on-street parking and off-street parking lots.
- Recommendations for streetscape improvements to create a consistent identity in the Downtown and Neighborhood Mixed Use Districts.
- Relay a Town vision for redevelopment proposals on property within the Downtown and Neighborhood Mixed Use Districts.

Organizing Principles

The Downtown Redevelopment Framework Plan uses Identity, Connectivity and Critical Mass as organizing elements to address the Plan Components and their physical, economic, logistic, functional, aesthetic and social relationship to Downtown Erie and each other.

Identity is:

- Physical and Psychological.
- The creation of place both physically and socially.
- A sense of arrival and welcome. It can be a hard line/gateway or a gradual or subtle change from perimeter to core.
- Differentiation from other developments.
- Architectural and street vernacular design elements specific to and appropriate for the area.
- The theme and/or historic aspects of the area.
- Scaled for the pedestrian experience but accommodating to vehicular arrival and parking needs

Connectivity is:

- Movement to and within the Downtown District with clear wayfinding elements.
- Knowing you are in the same place based on consistent design theme or other unique characteristics.
- Responsive to pedestrian, bike and auto.

Critical Mass is:

- Downtown District viewed/perceived in its totality; not as individual parts and pieces.
- Movement through the Downtown District that has visual and land use continuity.
- The location, arrangement and context of the vertical and horizontal environment.

Using the Plan

The Downtown Redevelopment Framework Plan document is a guideline. The Plan is intended to be a companion to the Unified Development Code, Comprehensive Plan and Urban Renewal Plan. The Downtown Redevelopment Framework Plan is intended to inform and guide redevelopment to achieve a better fit, and create a consistent approach so that each addition or change represents another improvement to the whole. This approach will help insure that the cumulative impacts of individual actions combine to achieve the Town's vision for a Downtown that will remain healthy, vibrant, welcoming, and economically strong over time.

This document will be used to inform and understand the context within which redevelopment proposals as well as public improvements support the overall goals and objectives of the Town of Erie and how each individual plan element fits into and contributes to an overall vision. The Plan also provides a basis to identify and discuss new ideas, and possible redevelopment incentives.

Plan Influence Area



- | | |
|---------------------------------|----------------------------------|
| Major corridors into Downtown | Downtown District (DT) |
| Gateway corridors into Downtown | Neighborhood Mixed-Use (NMU) |
| New Parking Lots | Parks, Open Space, Town Property |
| Town Hall | Old Town Residential (OTR) |

Downtown District (DT)

Purpose

To provide for and encourage development and redevelopment that preserves and enhances the unique character and vitality of Old Town Erie. Small-scale offices, retail, and residential uses are permitted. New development is encouraged to place residential above the ground floor. Design standards focus on creating a human-scaled, pedestrian-oriented and walkable downtown that invites commercial development and complementary residential opportunities. Continuous retail frontages, largely uninterrupted by driveways and parking, are encouraged.

-Town of Erie Unified Development Code- August 2015, Chapter 2: Zone Districts

Downtown (DT) and Neighborhood Mixed-Use (NMU – Old Town) Districts

Purpose

These standards are intended to provide guidance for all mixed-use, commercial and public/institutional infill and redevelopment within the DT and NMU (Old Town) and to ensure that new development respects the small-town scale and historic context of the area. The standards will assist investors in making design choices that will have a positive impact on both the historic and future character of the DT and NMU (Old Town).

Development in the DT and NMU (Old Town) should respect the historic character and reinforce the image of the DT and NMU (Old Town) as an attractive, pedestrian-oriented district.

-Town of Erie Unified Development Code- August 2015 Chapter 4: Dimensional Standards

Vehicular Gateways

The location of Downtown Erie requires special attention to vehicular connectivity and wayfinding. The appropriate identification of vehicular Gateways and corridors not only improve way finding and connectivity but are also the first opportunity to define and reinforce the desired identity of Downtown Erie. While most visitors to the Town probably use the South Gateway other existing and proposed Gateways are identified and will need to be addressed as development patterns in the area evolve.

West Gateway

Although the Town recognizes Cheesman Street as an important vehicular conduit into Downtown Erie, it is also recognized that current roadway and land use conditions at Cheesman Street and County Line Road are not favorable for the creation of a Gateway similar to the South Gateway. Future improvements to County Line Road, including widening and the possible addition of medians, will change circulation patterns at this intersection as well. A Town-wide wayfinding program could address directional and identification signage in this area.

Southwest Identification & Wayfinding

The Town of Erie Comprehensive Plan identifies County Line Road as one of several Gateway corridors key to the Town of Erie. It is important to provide vehicular related wayfinding signage at some distance prior to entry points into Downtown.

An opportunity exists to accommodate a vehicular wayfinding element along County Line Road. The Town owns a small parcel of land just north of the railroad right of way on the east side of County Line Road that could accommodate a monument sign and improved landscaping.

North Gateway

The North Gateway is currently not a primary gateway. However, directional and identification signage should be provided.

The North Gateway should provide a continuous and safe pedestrian access into Downtown.

East Gateway

Moffat Street is proposed to be extended east across Coal Creek to service the Colliers Hill development. This new infrastructure will become another gateway into Downtown and will place visitors right into the core of Old Town Erie.

This new extension will impact vehicular circulation and parking throughout the Downtown Core. For this reason the East Gateway is addressed in the Downtown Core section.

South Gateway

The existing Gateway intersection at Erie Parkway and South Briggs St. incorporates many of the design elements that begin to contribute to the creation of Town identity and inform connectivity. The existing commercial development on the northeast corner incorporates appropriate architecture. Future development on the west side of South Briggs Street should be of a similar style and massing. Replication of the Town of Erie monument located at this intersection should be promoted as it has set an example of a successful identifying marker.

The existing bridge along Briggs Street, with its brick columns and walls creates a gateway that one passes over on their way to Downtown Erie. This arrival experience should be enhanced. The implementation of street lights and an overhead archway could accomplish this and provide a location for a permanent Town of Erie sign and or seasonal banners.

Once over the bridge, Town identity currently becomes diluted until you reach Moffat Street. This gap in identity and continuity is addressed within the South Briggs Street streetscape section.

The intersections of Cheesman/ County Line Road and Briggs Street/Erie Parkway serve as the two primary gateways to Old Town. Development in these locations should be designed to emphasize the gateway through reduced building setbacks, increased building heights at the corner, additional landscaping, and / or the use of other design features.

-Town of Erie Comprehensive Plan – 2015 Update Chapter 13: Community Character and Design



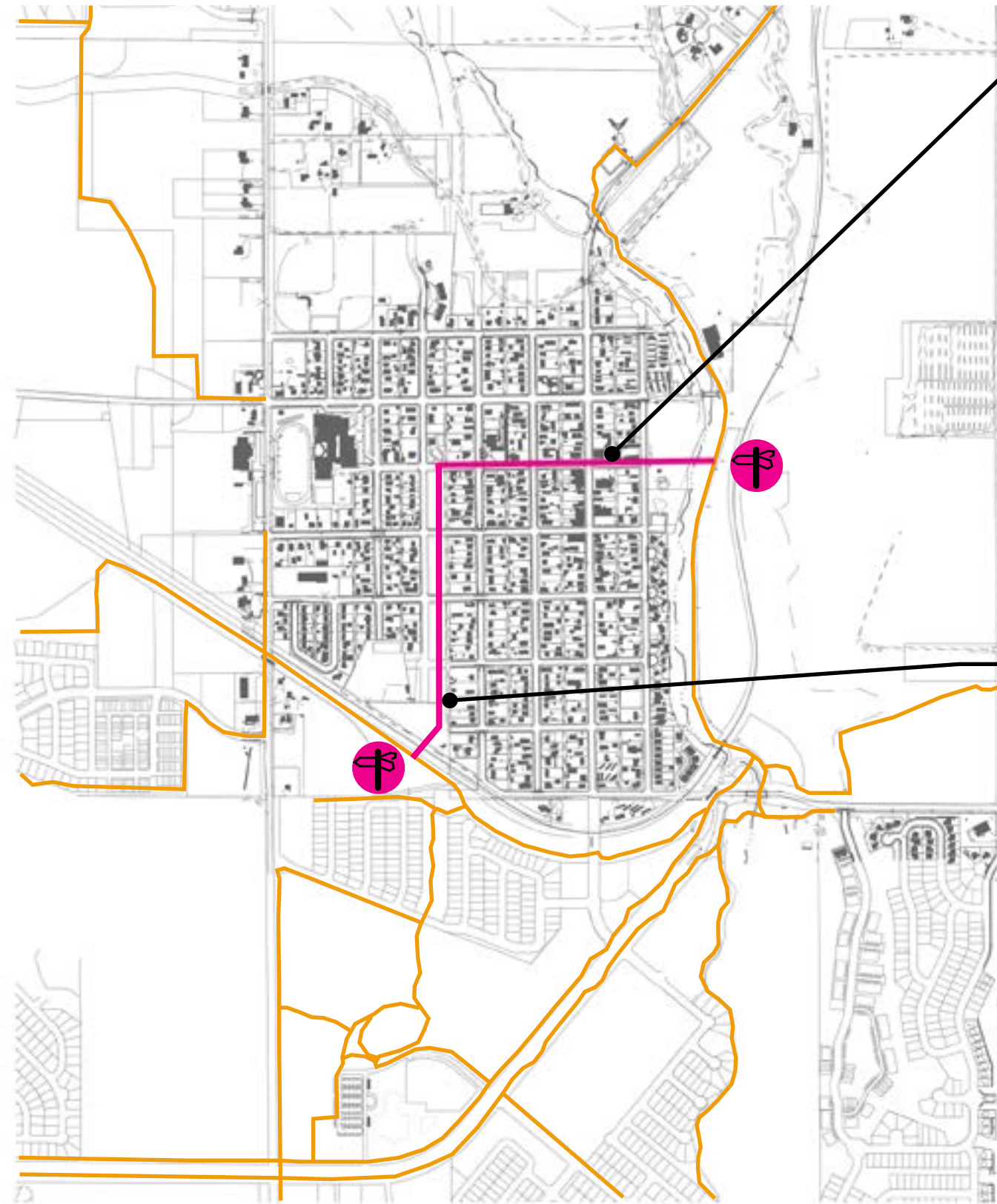
Trail Connections

The Downtown is surrounded by a comprehensive network of pedestrian trails that afford a great opportunity to draw pedestrians and cyclists into and through the Downtown Core. During fair weather seasons, when many special events occur in the Downtown, it would be beneficial to provide an easily accessible trail system through Downtown as an alternative mode of transportation to events.

This Plan recommends that the pedestrian connection from the spine trail along Coal Creek come through Coal Creek Park and west along Wells Street. Details regarding the option to transform Wells Street into a trail corridor that would contain pedestrian friendly sidewalks, a dedicated on-street bike lane, and a one lane, one way vehicular travel lane is explored in further detail in another section of the Plan. The Wells Street trail corridor could then connect to an off-street trail that parallels High Street, on property that the Town owns, that runs all the way south to the spine trail south of the railroad corridor. The connection to this southern trail would create a loop trail through the Downtown, providing easy access to the Downtown from both spine trails.

Provide a community-wide primary trail system that connects major destinations and provides opportunities for trail loops with areas of interest along the route

-Town of Erie Comprehensive Plan – 2015 Update Chapter 7: Parks, Recreation and Trails



Legend

Existing Trails

Proposed Pedestrian and Bicycle Corridors



Proposed Wayfinding Elements



0' 500' 1000' 2000'

Coal Creek Trail Connection

The Coal Creek Trail connection will encourage pedestrian and bicycle access to the heart of Downtown Erie. While a physical connection is easy to accomplish and will address the goal, trail connectivity into and around the influence area of the Downtown Redevelopment Framework Plan takes on a broader context.

The creation of way finding elements and the purposeful location of those elements is key to help direct trail users to Downtown Erie. This involves not only directional and distance way finding messages, but should also include the ability to promote the very popular seasonal community events, and smaller events that local businesses might be sponsoring. It is important to reach the growing population of trail users to make them aware of what is happening in Downtown Erie.

Bike parking areas are an important component to the local biking community. Bike parking is discussed in the Downtown Core Section.

South Trail Corridor

The South Trail Corridor is a unique feature in the Town of Erie. If this asset is treated appropriately it could become part of the Town's identity that is unique to Erie. It's size, location and shape contribute to pedestrian and bicycle connectivity, not only within the Old Town areas, but reaching out to other Town amenities, as well as local and regional trail systems.

The Town's property at the south end of the South Trails Corridor expands to the west. This additional area, as well as the stand of existing trees and the views west to the Front Range, make this an aesthetically pleasing trail gateway. This gateway could be articulated with benches, shade shelter and informational signage promoting the Town and seasonal activities, as well as trail maps and distances. This is also an opportunity to include interpretive signage that may focus on the history of Erie and specifically the railroad.

This corridor would connect, on the north end, to the on-street bike lane proposed at Wells Street.

Downtown District Streetscape

A major goal of the Downtown Redevelopment Framework Plan is to ensure that the pedestrian experience throughout the Town is enjoyable and safe providing identifiable access to businesses within Downtown, parking areas, and adjacent parks, trails, open space and schools. This also includes identifying and improving bicycle access routes into Downtown that can coexist with both the vehicular circulation and the pedestrian streetscape environment.

The existing Streetscape along the 500 block of Briggs Street is the model that should be followed on other streets in the Downtown District and portions of the Neighborhood Mixed Use District. Variations to the Briggs Street model will be necessary in order to respond to adjacent land uses and redevelopment patterns. The following outlines the recommended improvements specific to individual streets and areas within the Downtown and Neighborhood Mixed Use Districts.

500 Block of Briggs Street

There are 2 improvements recommended for the 500 Block of Briggs St.

- Replace existing pedestrian street lights with a lighting fixture that will reduce light pollution. The fixture selected will be similar to existing lights along Briggs St. at Erie Commons and used for new street light installations within the Downtown and Neighborhood Mixed Use District streetscapes.
- In order to allow the 500 block of Briggs St. to be closed off during Town events, install infrastructure at each end of the block to allow the use of removable bollards for use during special events.

Downtown District Streetscape

600 Block - Briggs Street

This 600 block of Briggs Street should continue with the same streetscape elements that exist in the 500 block of Briggs Street but without the mid-block street curb bump out. Included would be the following:

- Detached 8 foot walks;
- Decorative stone paving between the curb and walk;
- Street trees in tree grates; and,
- New street lighting similar to the new lighting proposed in the 500 block.



OHM DESIGN

900 S. BROADWAY, SUITE 300
DENVER, COLORADO 80209

Downtown District Streetscape

Town of Erie - Downtown Redevelopment Framework Plan
September 30, 2016

Downtown District Streetscape

Typical Streets - Downtown District

The other streets within the Downtown District should be constructed with:

- A detached 8 foot side walk.
- Colored concrete that mimics the stone used in the 500 block of Briggs Street from back of curb to the sidewalk.
- Street trees in tree grates.
- Street lighting similar to the new lighting proposed in the 500 block of Briggs Street.

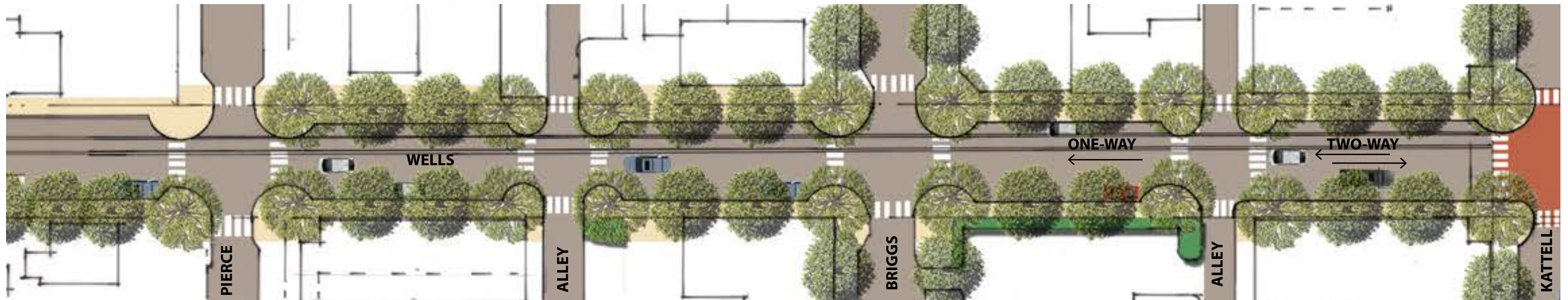
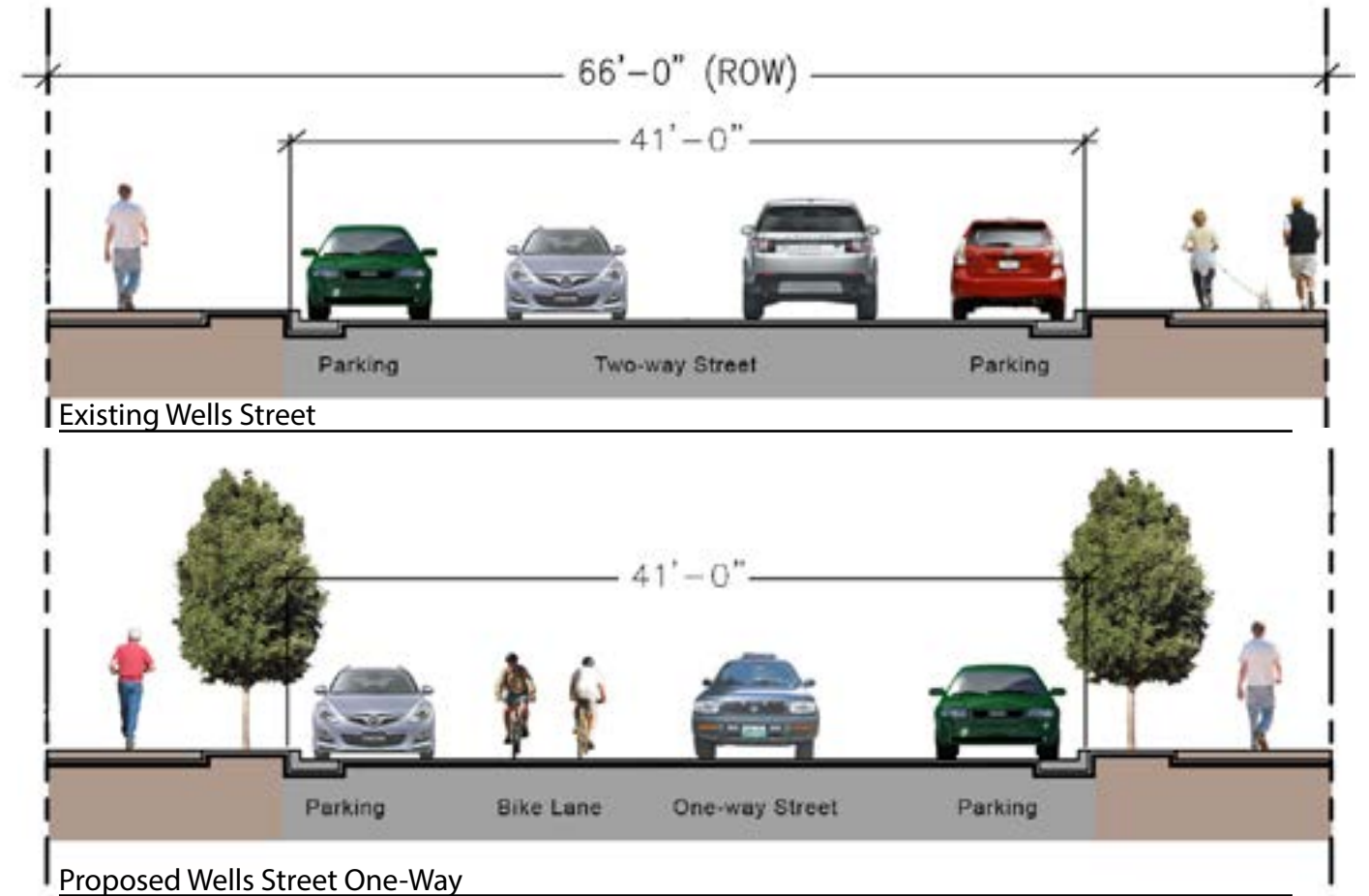


Wells Street

As previously discussed, an important component of the Downtown Redevelopment Framework Plan is enhanced bicycle circulation and connectivity into and through the Downtown District. The inclusion of a dedicated, on-street bike lane on Wells Street will connect the Erie Middle School to the Coal Creek Trail and provide a connection to an off-street trail on the Town property adjacent to High Street

In order to preserve sidewalk and tree lawn areas, and limit disruption to Wells Street, the proposed vehicular and bicycle lane improvements occur within the existing paved street. Proposed improvements include:

- Conversion of Wells Street to a west bound, one-way street between the alley (west of Kattell Street) and Main Street.
- Wells Street between the alley and Kattell Street would remain two-way to accommodate the existing vehicular circulation at the post office.
- Parallel parking on both sides of Wells Street would remain in place.
- Addition of a dedicated, on-street bike lane along the north side of Wells Street
- Streetscape Improvements:
 - o 8 foot detached sidewalks; Colored concrete that mimics the stone used in the 500 block of Briggs Street from back of curb to the sidewalk.
 - o Street trees in tree grates; and,
 - o Street lighting similar to the new lighting proposed in the 500 block of Briggs Street.



Wells Street, One-Way

Neighborhood Mixed Use District Streetscape Briggs Street

Currently the most important and frequently used vehicular corridor accessing the Downtown Core begins at the southern end of Briggs Street at Perry Street. Even though this is a main vehicular access point, the streetscape along Briggs Street between the bridge over the drainage way at Erie Commons, up to Moffat Street lacks a sense of arrival to Downtown, and does not reinforce the identity that is presented at Erie Parkway and South Briggs Street.

Two major elements that can help to resolve this identity gap are a consistent streetscape design and compatible redevelopment solutions. The most practical way to close the identity and arrival gap is by extending the streetscape edge that replicates the street right of way patterns that exist between Moffat St. and Wells St. south from Moffat St. to Perry St.

The plan and section on the next page illustrate some of the basic street elements that could be extended along Briggs Street from Moffat Street to Perry Street. Streetscape elements should include the following:

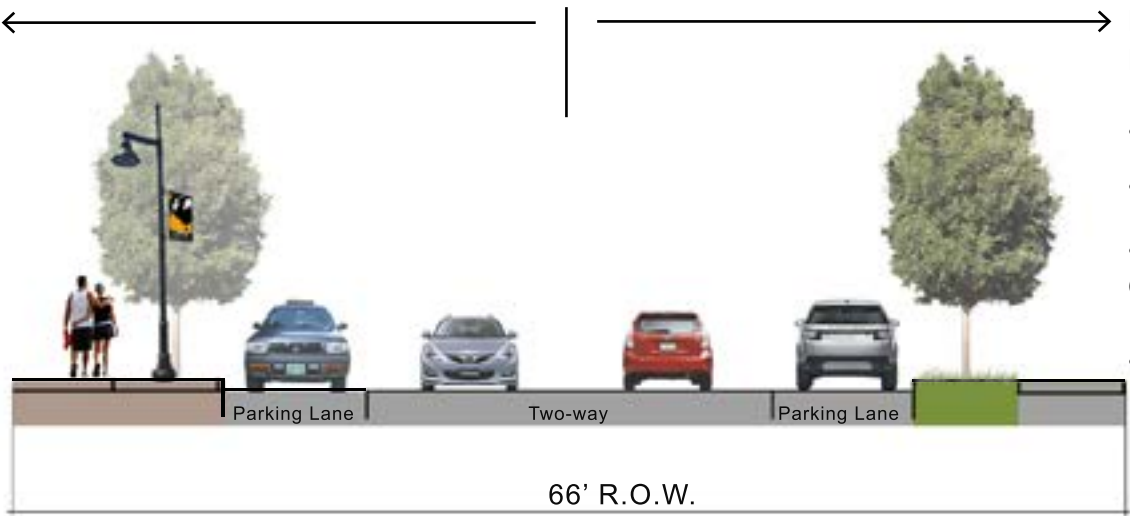
- Curb bump outs at the intersections of Briggs Street with Perry Street and Anderson Street. These areas should be landscaped and will help visually restrict the roadway to slow vehicular traffic and to provide safer pedestrian crossing locations.
- Detached sidewalks.
- Colored concrete that mimics the stone used in the 500 block of Briggs Street from back of curb to the sidewalk for non-residential and mixed use redevelopment.
- Turf grass from back of curb to sidewalk for residential redevelopment.
- Street trees in tree grates or in turf grass areas.
- Street lighting similar to the new lighting proposed in the 500 block of Briggs Street.

The Town will encourage a transition towards a more mixed-use pattern of development along the Briggs and Cheesman Street Corridors outside of the Downtown District in order to strengthen visual and physical linkages to the surrounding community. Mixed-use development in these locations should maintain a more residential character and scale that is compatible with the surrounding neighborhoods. The conversion of existing residences to lower-intensity non-residential uses such as small offices and live / work units will be encouraged, as these uses typically have reduced parking requirements and generate less traffic. Infill and redevelopment may occur at higher densities than exist today, but should be designed to be compatible with existing front setbacks, average building heights, etc.

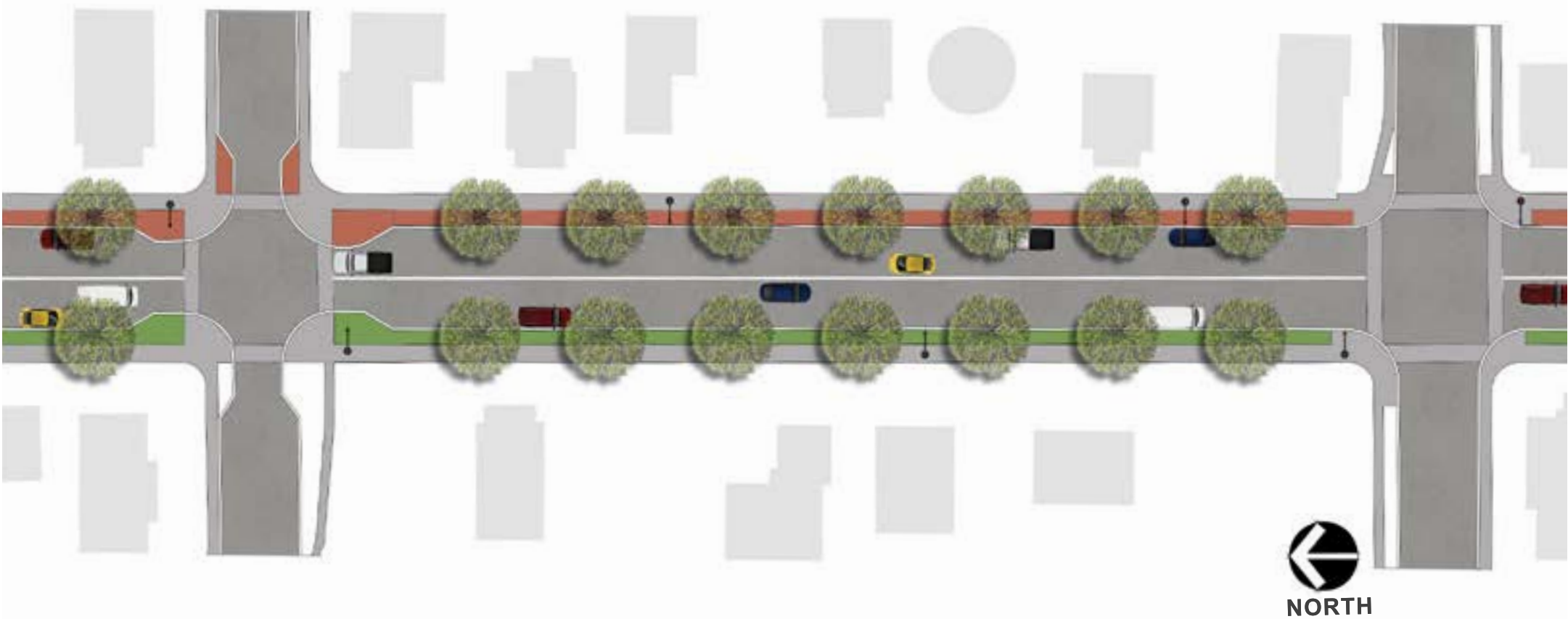
-Town of Erie Comprehensive Plan – 2015 Update, Chapter 4: Land Use

Mixed Use/ Commercial Redevelopment

- Street Trees
- Street Lights
- Back of Walk to Curb, Colored Concrete to Mimic Stone in 500 Block of Briggs Street
- Detached Walk



Briggs Street typical cross-section Moffat St. to Perry St.



Redevelopment within the Downtown & Neighborhood Mixed Use Zone Districts

"The Town will encourage infill and redevelopment that is in keeping with the historic character and scale of Erie's downtown. Infill and redevelopment should be designed in a manner that is sensitive to and reflects the character of the surrounding residential neighborhood."

Town of Erie Comprehensive Plan – 2015 Update Chapter 13: Community Character and Design

The Downtown and Neighborhood Mixed Use Districts within Old Town Erie provide a unique historic character that includes a variety of civic, commercial, office and residential uses in a pedestrian friendly setting. The overall character of the area is of significant importance to the broader community as it is the location of small businesses, the location for a wide variety of events and is the historic center of the community that creates a draw for the community as a whole.

The following addresses 3 major components that will inform and guide redevelopment within the DT-Downtown and NMU-Neighborhood Mixed Use Districts:

- Circulation, Streetscape and Parking
- Responsibility of Private Developers
- Downtown Redevelopment Strategies

Circulation, Streetscape and Parking

This Plan outlines both existing and proposed redevelopment and design components that will have significant influence in evolution of a vibrant Downtown.

Parking

Briggs and Cheesman Streets provide direct access from Erie Parkway and County Line Road into the Downtown Core. Identifying arrival to this area and then guiding visitors to parking areas that are located adjacent to these major arrival corridors is important. The goal is to minimize vehicular circulation through the Downtown area in search of parking which creates congestion and greater opportunity for pedestrian vehicle conflict.

Off-Street Public Parking

There are several public off street parking areas that are proposed in Coal Creek Park constructed at Town Hall that will provide over 200 new parking spaces.

Off-Street Private Parking

Private parking lots are currently found in various locations within the Downtown Core, including the Post Office, at the intersection of Moffat Street and Briggs Street, and at the Sister's Building.

Future Public Off-Street Parking

This plan recommends additional off street parking at the edges of the downtown core. The ideal solution would be additional parking north and south of the center of town adjacent to or near Cheesman and Briggs.

Improved Public Off-Street Parking

Opportunities to organize existing parking areas off of alleyways are also shown on this plan.

On Street Parking

Retention of on-street parking should be encouraged, as it provides convenient parking with just over 200 parking spaces.

Bicycle Circulation

The Town of Erie has a strong trail system that provides both local and regional connectivity to the Downtown. Providing a dedicated bike lane into the Downtown core from these trail networks is vital to Downtown redevelopment. Access from the Coal Creek trail through Coal Creek Park will be provided as part of the future redevelopment of Coal Creek Park. The Southern Trail Corridor discussed in this document is also a key link to these trail networks. This plan proposes an on-street bike lane on Wells Street, from Main St. to Coal Creek Park. This would not only make the connection to the Southern Trail Corridor but also serve the Middle School at the western terminus of the bike lane.

Bike Parking

Locating Bike Parking areas throughout the town is also important to not only encourage bike use but also reduce the impact of hit and miss bike parking on the pedestrian corridor. It is important that bike parking areas be part of a redevelopment proposal since placing all bike parking in the street right of way will have a negative impact on the pedestrian experience and business operations along the street.

Conceptual Parking Analysis

A conceptual analysis of parking availability and need was developed base on this plan. This analysis is not detailed and should serve as only a starting point for a more detailed analysis of current as well as future needs based on actual requirements of individual uses.

Off-Street Public Parking _____ +/- 227 spaces

(Under construction or proposed at Coal Creek Park)

Off-Street Private Parking _____ +/- 60 spaces

Improved Public Off-Street Parking _____ +/- 35 spaces

Future Public Off-Street Parking _____ +/- 84 spaces

(location to be determined)

Existing On Street Parking _____ +/- 215 spaces

Total Off Street and On Street Parking _____ +/- 621 spaces

Existing Commercial Square Footage in Erie is +/- 114,545 SF.

Assuming a ratio of 1 space/ 200 SF _____ +/- 573 parking spaces needed.

Parking calculations are approximate however, with the addition of approximately 84 public off-street parking spaces.

Conclusions

The Town could provide close to the appropriate number of parking spaces to meet the current need. What this does not account for is redevelopment proposals that are multi story structures. It will not be possible for redevelopment to provide enough parking to serve a 3 story building. This might require as many as 45 spaces. spaces. (+/- 9000 SF at 1/200). Even with a tuck under option the site would only accommodate 9 or 10 spaces.

Bicycle Circulation

The Downtown is surrounded by trail systems with both local and regional connectivity. Providing dedicated bike lanes into the Downtown Core from these trail networks is vital to any redevelopment scenario. Access from Coal Creek Trail through Coal Creek Park will be provided as part of the future redevelopment of Coal Creek Park. The Southern Pedestrian/Bicycle Corridor discussed in this document is also a key link to these trail networks. This plan is proposing the creation of an on street bike lane on Wells Street from Main Street east to Coal Creek Park. This would not only make that critical connection to the Southern Pedestrian/Bicycle Corridor but also serve the Middle School at the western terminus of the bike

lane.

Locating bike parking areas throughout the Town is also important to not only encourage bike use but also reduce the impact of hit and miss bike parking on the pedestrian corridor. It is important that bike parking areas be part of any redevelopment proposal since placing all bike parking in the street right of way will have a negative impact on the pedestrian experience and business operations along the street.

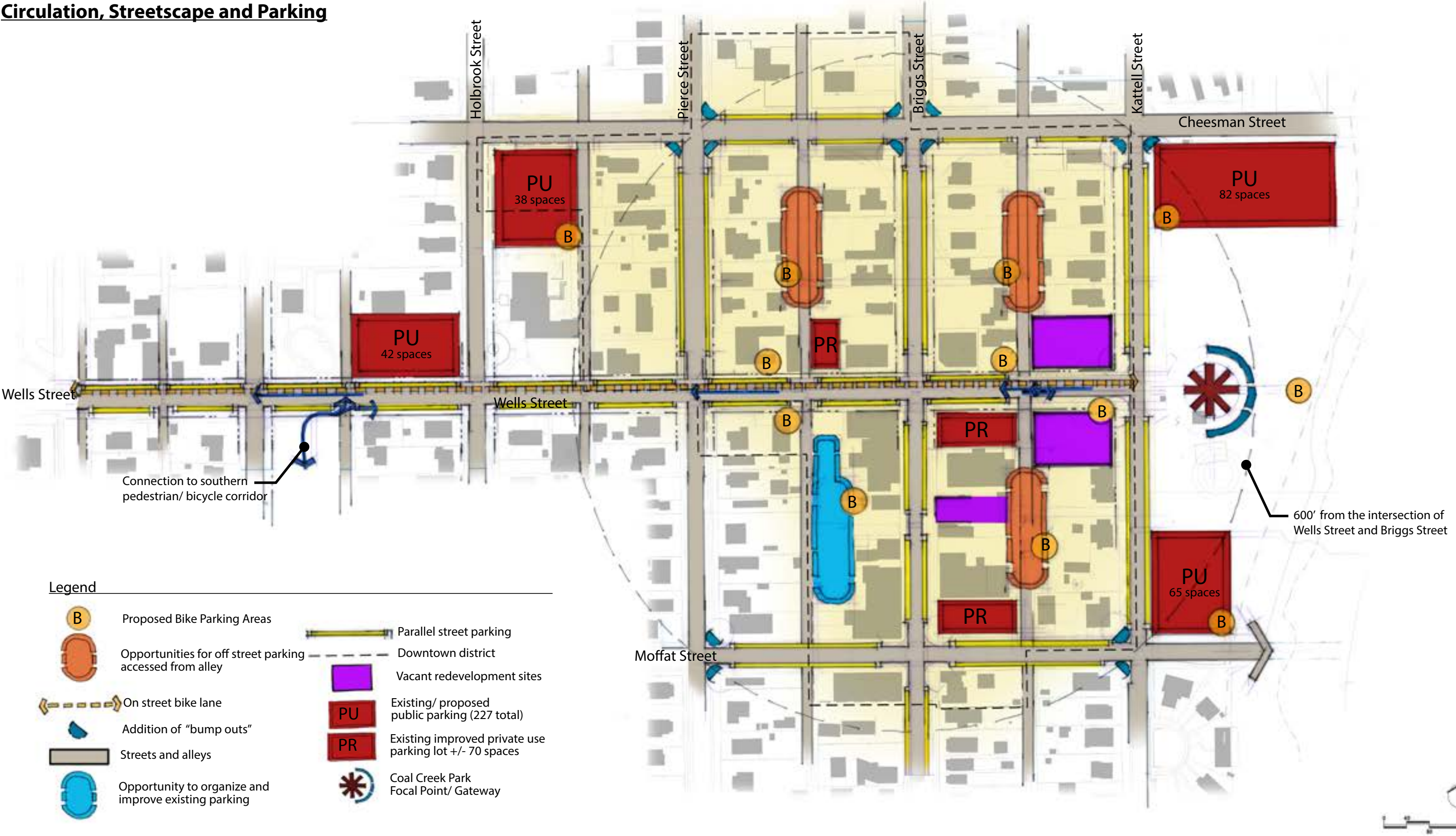
Pedestrian Circulation

Improvements to the streetscape edge of Wells Street will create a pedestrian corridor that is in keeping with the streetscape image already present in the 500 block of Briggs Street. In addition, safe, convenient pedestrian circulation into the Downtown Core from proposed parking areas is important. As redevelopment proposals come forward this circulation should also be viewed as an opportunity to create additional store fronts along these pedestrian corridors.

Wells Street as a West Bound One Way Street

This Plan shows Wells St. as one-way with an on-street bike lane. This concept is presented in more detail later in this document.

Circulation, Streetscape and Parking



Responsibility of Private Developers

In anticipation of new infill development and Mix Use redevelopment of privately owned properties within the Downtown and Neighborhood Districts, this Plan outlines the responsibilities of private developers to design projects in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations should include:

Building Scale

New developments and renovations should be responsive to the neighborhood fabric that they will be located in. The Town should evaluate if new structures fit into the contextual height and setbacks of the area. The Old Town area is built on lots that were platted in 25 foot increments; residential development should follow the existing patterns of the existing neighborhood and commercial/mixed use development should follow the patterns established in the Downtown.

Building Orientation

New construction should be constructed parallel to the lot lines and respond to the contextual height and setbacks of the block they are located in. New developments and renovations of existing structures should orient their primary public front doors, living and working spaces to the street frontages. The buildings should integrate semi – public spaces, such as patios and porches, into their designs, as well as, provide an abundance of windows to allow interaction between the public street and the spaces within the buildings.

Building Architectural Compatibility

Renovation and reuse of existing historic structures is encouraged. New designs should draw upon the common elements of the historic buildings in the community without necessarily copying them. New development should integrate the common elements found on other structures such as roof types and pitches, window and door patterns, cornice lines, building widths, and other exterior features.

Building Quality of Materials

All elevations of a building should be constructed of high quality materials and with equally detailed facades.

Lot Coverage and Site Amenities

Some relief to building and parking coverage should be provided on each development. The historic pattern of much of the Old Town area provides for pockets of landscaping areas to buffer the hardscape areas and buildings. New development and redevelopment should integrate meaningful landscaping into their designs.

In commercial and mixed use developments the provision of outdoor patios or other outdoor activity areas along the sidewalk edge is strongly encouraged. In residential developments, the incorporation of large front porches and outdoor living spaces along the street frontage is encouraged. New developments should engage the street frontages and create activity centers that engage the public street edge.

Lot Coverage and Site Amenities (Continued)

As the Old Town area is a pedestrian friendly environment, the Town encourages new development to include bicycle racks in excess of the Code requirements. Additional site amenities that may be appropriate would be outdoor seating areas or gathering areas, art installations, and on-site lighting fixtures that are down lit.

Parking and Drive Locations

New parking should be located off the existing alley system to reflect the prominent private parking pattern of the historic structures. The Town encourages on-site parking above the Code requirements. New drive locations from existing streets will be discouraged as they are disruptive to the existing pedestrian friendly streets.

Adjacent Streets and Alleys

New development will be required to improve the street right of way adjacent to the site. The street and corridor improvements outlined in the previous sections of this Plan should be integrated into the development plans for a new development or redevelopment project. Additionally, existing alley ways may need surface improvements to support new parking areas off of the alleys.

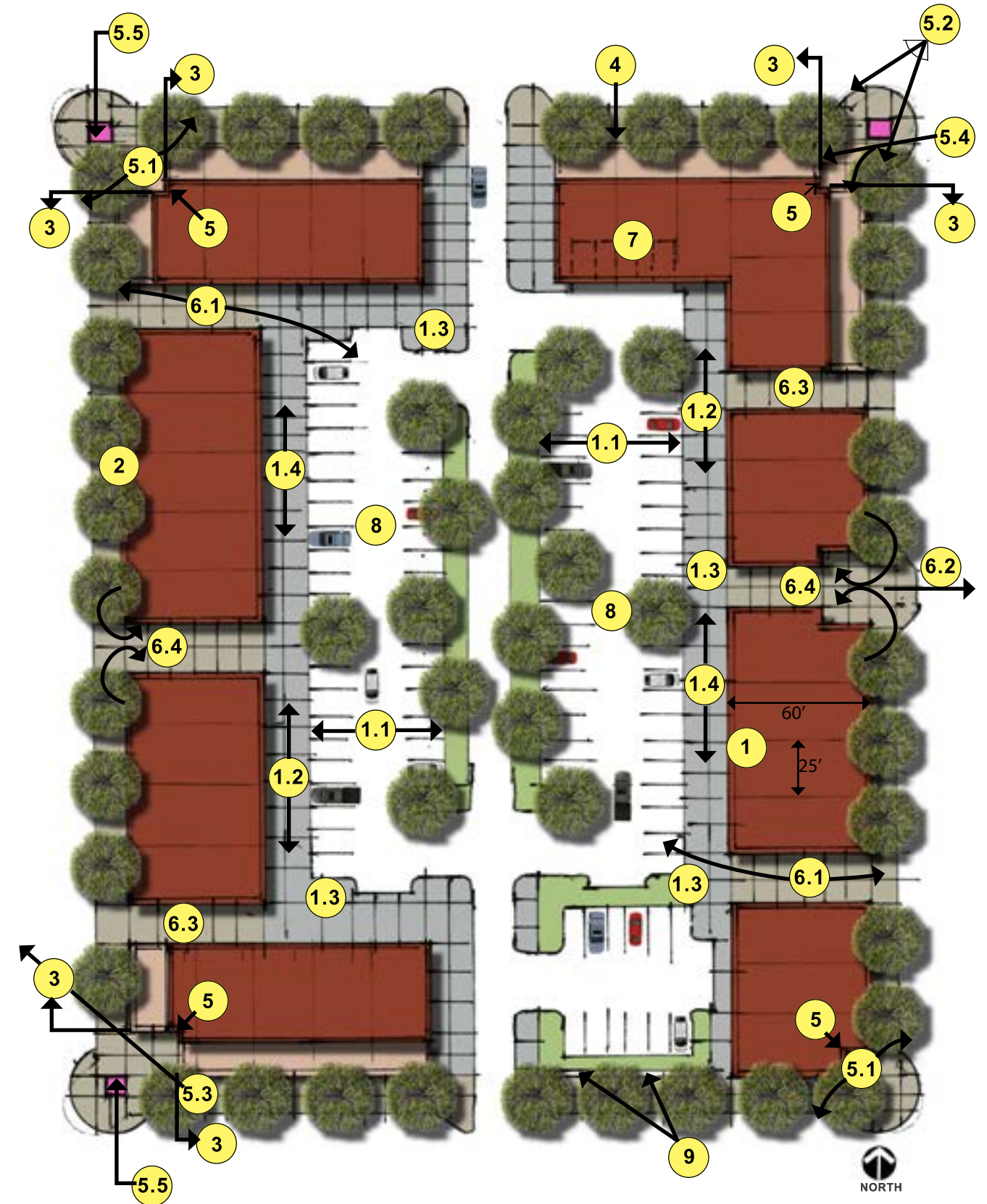
Downtown Redevelopment Strategies

The following plan uses a typical Downtown District Block to illustrate how the planning and design elements related to redevelopment in the Downtown District might be configured and incorporated into the overall redevelopment strategy and framework for the Town of Erie. This scenario may never evolve in the form illustrated but the plan can be deconstructed and plan elements implemented with actual redevelopment opportunities.

The plan illustrates how proposed building location, size and shape need to be reviewed in relationship to overall Town identity, pedestrian connectivity and spaces, vehicular circulation and parking, bike circulation and parking. The Town should evaluate the impact of building massing and architecture of new developments to ensure they are a contributor rather than a detractor to the overall goals and objectives for redevelopment in the Town of Erie. The plan assumes that redevelopment is occurring up to the parcel boundary along the adjacent street edge.

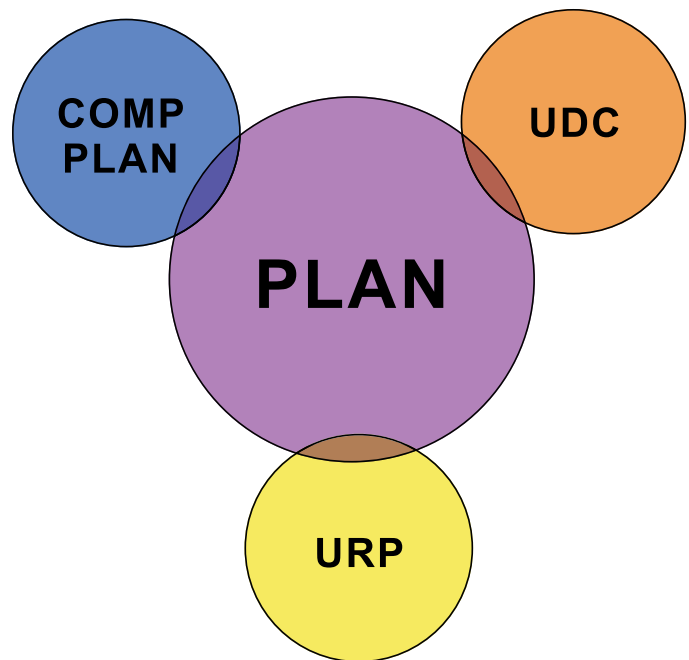
Building and Site Considerations:

1. Encourage the use of the traditional 25 feet x 60 feet building module.
 - 1.1 This allows space for alley accessed off-street parking
 - 1.2 Provides adequate space for pedestrian circulation into and around the buildings and parking
 - 1.3 Will create significant bike parking areas
 - 1.4 Allow adequate space for back of house needs such as utility service, trash enclosures etc.
2. If outdoor dining is an anticipated ground floor use the building should step back to allow for an enclosed 15 feet wide dining space that will not interfere with pedestrian circulation
3. If 3 story structures are proposed at block corners they should be required to step the 3rd floor back approximately 15 feet for at least 50 feet each direction.
4. Redevelopment wrapping the block corner helps screen parking and back of house functions.
5. Buildings that set on a block corner should step back from the lot corner. This will:
 - 5.1 Open up the streetscape creating more space for pedestrian circulation at intersections.
 - 5.2 Help lessen the visual impact of multi-story structures in these location.
 - 5.3 Open up views to ground floor business frontage on adjacent streets.
 - 5.4 Create a unique business frontage opportunity.
 - 5.5 Provide space for Town identity elements at important entries to the Downtown District and as well as wayfinding components.
6. Redevelopment patterns and timing will likely create leftover spaces. The Town should work closely with developers to make sure spaces are not so small as to become useless and a maintenance and safety issue. Each leftover space should be viewed as an opportunity to:
 - 6.1 Enhance pedestrian circulation especially from alley serviced parking out to the street edge and business frontage.
 - 6.2 Provide east west connections from block to block. If openings between blocks align, consideration should be given to mid-block bump outs similar to the 500 block of Briggs. This would provide a safer mid-block crossing.
 - 6.3 Provide small pedestrian gathering spaces and locations for public art.
 - 6.4 Expand ground level business frontage by wrapping into these spaces from the street edge.
7. Although not very efficient in traditional downtown redevelopment, tuck under parking should be considered to help mitigate parking needs.
8. The option for the Town to develop public off-street parking off of the alleys should be preserved by limiting the depth of proposed redevelopment to approximately 60 feet.
9. Where proposed redevelopment will not wrap the block, corner low walls and landscaping is suggested to screen parking adjacent to the pedestrian streetscape. Walls should be approximately 30 inches tall, not a part of the adjacent structure primarily of brick with stone or precast concrete caps in keeping with the historic building materials in the Downtown district.
10. Where mixed use redevelopment is proposed adjacent to existing Single Family Residences, structure should not exceed 2 story. Additional setback distance should be suggested if the main house structure is at or near its minimum setback.



Relationship to Other Town Documents

The Downtown Redevelopment Framework Plan is intended to be a companion to the Unified Development Code, Comprehensive Plan, and Urban Renewal Plan. There are specific sections of each of these documents that address the same physical area and specific aspects of planning, investment and improvements within the Downtown Redevelopment Framework Plan Influence Area. The recommendations in this plan do not change the vision, goals or requirements of these documents. The following outlines areas within these existing documents that are in direct alignment with the intent and use of the Downtown Redevelopment Framework Plan. Other specific sections are referred to throughout this document as they specifically related to several of the plan areas.



Town of Erie - Unified Development Code - August 2015

Chapter 1: General Provisions

Of the 15 General Provisions of the UDC the following relate specifically to the intent of the Downtown Redevelopment Framework Plan.

- *Foster quality, compatible, and efficient relationships among land uses;*
- *Ensure greater public safety and accessibility through quality physical design and location of land use activities;*
- *Preserve the character and quality of the Town's residential neighborhoods;*
- *Enhance the appearance, visual scale, orientation, quality, and mix of land uses of new developments;*
- *Promote the vitality and development of the Town's major employment centers, town centers, and its other commercial and mixed-use districts;*
- *Encourage development of a sustainable and accessible system of recreational facilities, parks, trails, and open space that meets year-round neighborhood and community-wide needs;*

Chapter 3: Use Regulations

The Permitted Use by Right and Special Review Uses in the OTR, DT, NMU zone districts are broad enough that the Downtown Redevelopment Framework Plan will be helpful in guiding the evaluation and decision making process.

Chapter 4: Dimensional Standards

The UDC addresses the importance of the Downtown (DT) and Neighborhood Mixed-Use (NMU) Districts by outlining standards specific to those areas. The Downtown Redevelopment Framework Plan is aligned with these standards.

Town of Erie Comprehensive Plan – 2015 Update

Chapter 2: Vision and Guiding Principals

The Vision includes 6 Key Principles of which are in direct alignment with the intent of the Downtown Redevelopment Framework Plan with other related in a more tangential way.

- Quality Design and Development*
- Overall Economic Vitality*
- Downtown Vitality*
- Trails, Parks and Recreation Opportunities*
- Balanced Land Use Mix*
- Stable, Cohesive Neighborhoods Offering a Variety of Housing Types*

Chapter 4: Land Use

The Comprehensive Plan makes a distinction between the Downtown District and other Mixed Use recognizing that:

"The Downtown District incorporates Erie's historic commercial downtown, and is largely focused on ensuring the compatibility of infill and redevelopment within the area's historic context and outlining Characteristics, Infill and Redevelopment, Mix of Uses, Renovation and Reuse, Outdoor Seating and Parking Design and Location"

Chapter 12: Housing and Neighborhoods

States that the Town:

- Should Foster the stabilization and enhancement of Erie's established and older core neighborhoods*
- Will encourage the improvement and revitalization of Old Town neighborhoods.*
- Encourage residential infill and redevelopment that preserves key characteristics and historic features of Old Town neighborhoods and preserves existing housing stock where appropriate.*

- Development standards for infill and redevelopment projects, remodeling, and additions to existing structures will be established to ensure new residences are compatible with existing neighborhood scale and character.*

Historic Old Town Erie - Urban Renewal Plan - October 2013

The purpose of the Urban Renewal Plan is:

"To reduce, eliminate and prevent the spread of blight within the Area by stimulating growth and investment within its boundaries and to afford maximum opportunity, consistent with the sound needs of the Town as a whole,"

The Urban Renewal Plan also lays out specific Development and Design Objectives, several of which have a direct relationship with the intent of the Downtown Redevelopment Framework Plan:

- Encourage a mix of land uses and product types that foster vitality within the Area and compatibility with used in surrounding areas.*
- Provide infrastructure that encourages non-vehicular movement within and to the Area.*
- Provide uses supportive of and complementary to planned improvements.*
- Support the preservation of historic and other structures deemed significant.*
- Develop and enhance gateways to Old Town.*
- Enhance established neighborhoods.*
- Support landscaping standards for properties located along Briggs and Wells Streets.*
- Improve the public realm including streetscape amenities.*
- Incorporate safe, convenient pedestrian linkages between the Area and other centers of activity.*